

AUTOMOBILES

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A Stripped 30 Horse-Power Model "G"

WHITE STEAMER

Scored the

FASTEST TIME

in the

WILKES-BARRE HILL-CLIMB

Making the run up "Giant's Despair" in

1-49!—A RECORD FOR THE HILL

This is ten seconds faster than the best time made by a gasoline car.

Our record was made in a trial against time. We could not compete against anything else because the Contest Committee of the Wilkes-Barre Automobile Club barred us from the "free-for-all" for reasons set forth in the following letter:

Wilkes-Barre Automobile Club,

Wilkes-Barre, Pa., May 29th, 1907.

Walter C. White, Esq.,

Wilkes-Barre, Pa.

My Dear Mr. White:—

Confirming my conversation with you of yesterday in regard to your entries of White steamers, I am sorry that your entry, being received so late, made it impossible for us to notify you that steam cars had been barred from participation in all gasoline automobile events in the contest to be held May 30th.

This conclusion was reached only after it was found that a large number of gasoline entries could not be received were steam cars allowed to compete in the gasoline events, and, inasmuch as up to that time, May 28d, and in fact until May 27th, no steam car entries had been received, the Contest Committee could see no other way to accomplish the greatest success of the Meet than to admit the large number of gasoline entries by excluding the steam cars, which is a privilege reserved by the committee by the wording of the entry blank, namely, "The right to accept or reject entries is reserved."

However, the club is not indifferent to the fact that you are here with your cars, and that other cars may be here, and to that end has phoned the Quaker City Motor Club to inquire if they will permit steam cars in their classes Nos. 2 and 8, and the writer is advised in the affirmative, understanding, however, that such entries must be made by members of the Quaker City Motor Club. Also, the Contest Committee has added an 11th event to the programme for steam cars, offering gold, silver and bronze medals for the winners of first, second and third places respectively. This event, with a few Quaker City events, offers 10 prizes which are available to be won by steam cars.

If you are agreeable to having your entries transferred to the classes in which the same will be allowed, kindly advise us to that effect immediately. We return herewith your original entries and cash deposit which accompanied the same, and also new blanks for you to fill out if the classes may meet with your approval.

Yours truly,

(Signed) P. A. BRIXEL, President.

We shall lodge a protest with the Racing Board of the American Automobile Association, asking that our exclusion from the "free-for-all" be declared invalid, and, in view of the fact that one of the cars which we entered in this event made the fastest climb of the contest, we shall ask that this event be awarded to us.

THE WHITE COMPANY

BROADWAY AT 62ND STREET.

AMONG THE AUTOMOBILISTS

SERIES OF AMATEUR TRACK EVENTS SUGGESTED.

Races Limited to Owners of High Powered Runabouts Proposed to Pick Champion for This Vicinity—Fourteen Entries for A. C. A. Sealed Bonnet Contest.

The great success of the Oldsmobile reunion at Empire City track on Thursday, as well as the enthusiasm with which large crowds of spectators attended Decoration Day-track events held at Boston and Washington, has started New York automobilists discussing the probability of there being a series of meets held at the Yonkers course. A number of local men have expressed the belief that programmes made up of a number of short distance events, with fifty or one hundred mile races as features, would prove very popular with the automobile public. Their idea is that contests between stock touring cars or stock runabouts are of more interest to the average motorist than are events between cars specially built for racing, as such events are invariably productive of harder fights and closer finishes. One enthusiast on the subject declared that it was his opinion that there are enough owners of high powered runabouts in this vicinity to make it possible to run meets about every two or three weeks if a race of twenty-five miles, limited to amateur drivers, were run at each meet to settle the local

championship at this distance, points to be awarded at each meet, and the ultimate winner to be the driver who had the most points at the end of the season. Cups of some sort could be awarded to the first two or three to finish in each contest, and a large and more elaborate trophy could be offered for the largest point winner. As there are quite a number of men who have acquired fast runabouts with the idea of scalp hunting on the Long Island Motor Parkway there is little question that plenty of entries could be secured for such a series of amateur events.

The contest committee of the Automobile Club of America announced yesterday that fourteen entries have been made for the sealed bonnet event which the organization will conduct on June 19 to 22 inclusive. The members of the committee, assisted by the bureau of tours of the club, are now busy surveying and preparing road directions for the four different routes of 150 miles each which will be covered by the competing machines. These routes present varying conditions of road surface, both good, ordinary and poor, with a fair amount of hilly country to be traversed. The first day's run is up the Hudson River to Poughkeepsie and return; the second is up the Harlem Valley, through White Plains and Mount Kisco to Poughkeepsie and return; the third day the route follows the Shore road through Larchmont, Greenwich and Bridgeport to West Haven and return; on the fourth day the route is a combination of the Shore road and the Harlem Valley, through Poughkeepsie and Mount Kisco to Poughkeepsie and return. In planning the contest the committee has provided that the high powered runabouts

shall travel twenty-five miles more per day than the other cars in the contest. These cars will follow the same course as the other cars, but will have an additional run of twenty-five miles to cover. The entries received are one Berliet, one Stearns, two Loziers and three Locomobiles in class A, which is for cars selling at more than \$3,000. In class B, for cars selling between \$1,000 and less than \$3,000, the entries are one Elmore, one Glide, three Locomobiles and a Stoddard-Dayton touring car and a Stoddard-Dayton runabout.

Is it possible to eliminate the change speed gear? This is a question that has been asked ever since the internal combustion motor was first adopted as a prime mover for road vehicles, and there appears to be very little doubt that it will continue as a thorn in the side of the automobile engineer for a long while to come, says the Automobile. For very obvious reasons it is one of those questions that simply will not go down. Much has been done, it is true, but in a certain sense what has been accomplished has actually tended to leave matters further from the realization of this ideal than was the case at the outset. The necessities of the situation have been appreciated and a practical change speed gear developed from extremely crude beginnings during the same period the motor itself has undergone a marvellous amount of improvement, but this has stopped far short of the elimination desired, and its shortcoming still looms up as large as ever. There are occasional sporadic outbreaks on the part of the publicists' men in organizing direct-drive stunts to show the automobile world in general that the change speed gear is no longer an absolute necessity on such a paragon of all the automobile virtues as the modern engine. These attempts, however, and a friend in need for the inexperienced driver. But the manufacturer he represents and the majority of others still continue to put a four speed gear set on their cars where formerly three were considered sufficient. Such performances as those referred to show what can be done by a skilful

driver with a clear road, but forcing a motor of the present type until it is ready to gasp its last will not benefit it or bring the sought for result any nearer.

Cylinder multiplication has appeared to offer a quasi-remedy for the evil, and so far as the use of the six and eight cylinder motor has made it possible to do a much greater proportion of the driving on the high gear it may be said to have accomplished the object in view, but considered as a whole the problem remains practically unaltered. It is quite evident that the ability to start under load is an eradicated defect of an internal combustion motor of whatever type, and viewed at the present stage of development it appears very likely that the need of an intermediate step between the motor and its load constitutes a shortcoming that falls in the same category in any such exacting and variable service as that called for by the automobile.

It is very generally understood throughout the United States to-day that in order for one to operate a motor vehicle on the public highways in most of the States it is first necessary to procure a license to do so from the proper authorities, says the *Horizons Age*. After having procured this license all that the motorist cares about is his protection under it and the authority it gives him to drive his automobile. This motor car driver seldom has any occasion to consider the nature of his license and what all his rights are under it aside from the privilege given to him to use his machine. An automobile license is, however, something more than a mere formality, which can be procured by compliance with a certain amount of red tape. The various automobile acts in the United States provide for two kinds of licenses—perpetual and annual. The perpetual license, of course, is more valuable than one that is temporary, since the latter necessitates the payment of a fee periodically, while the former may be procured and enjoyed upon the payment of but one fee. Whether the license be temporary or perpetual, it is in contemplation of law merely a license—a privilege. But what does such a license mean, and what are the legal rights of the holder under it? We might say that he has no legal rights conferred upon him by the license and that it is negative in its operation. For without a license he is subject to arrest and criminal prosecution; with it he is immune from interference. In other words, the license confers upon him a sort of negative right to be let alone if he otherwise complies with the law. This is really all that the automobilist's license amounts to. For it has been held many times by the highest courts in this country that a license does not constitute a contract within the meaning of the Federal Constitution; prohibiting a State from passing any law impairing the obligation of contract, and it is because a license is not a contract that it may be revoked or suspended by legislative authority. A wise question has recently arisen in Missouri in regard to the rights of automobilists under their licenses. Herebefore the County Clerk in that State has issued motor vehicle licenses, and since January 1, somewhere in the neighborhood of eighty licenses were issued under the old law, costing \$2 each, the licenses stating that they did not expire until one year from the date of issue. A new law for Missouri has just been passed which provides that within thirty days after the law becomes operative an automobile owner must take out a license and pay a fee of \$5 to the Secretary of State. A chauffeur is also required to take out a license, which costs \$2. These licenses are good for one year. The question has arisen whether the parties who have just taken out licenses under the old law will be compelled to take out licenses also under the new law. On the principle that a license does not constitute a contract, it would seem that all automobilists must become licensed under the new law, even if

they have licenses under the old enactment, unless as it may seem, a license is merely a regulation, and may be controlled at any time for the best interests of the public. It is only a privilege, and as a fee is not a tax, there can be no objection on the ground of double taxation.

One hears many wonderful accounts from private sources of motor cars regarding the performances they are capable of. The writer in the *New York Chronicle*, for example, tells of a certain petrol run, but as a rule, when they do, a surprise is in store. Sometimes we are told that a certain car has been driven over a specified distance using only so many gallons. When the question is asked how the measurement has been taken, a graduated stick is produced which was used to measure the depth of petrol before and after. Generally such a result is quite fallacious. The car, of course, in the first place, must be exactly level in both planes, a point generally overlooked. It was once a passenger in a car which, twenty-five miles from home, had only "the stick" left. The driver, when he arrived home, took a gallon of petrol left. The stick was again used and three-quarters of a gallon still remained. We had thus driven twenty miles on a minus quarter-gallon of petrol. The car, when the tank of the road, which was well covered, the filler was on the right hand side of the tank, and as the latter was long and shallow a totally false reading was taken.

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A WINNER THE WORLD OVER

DARRACQ

THE PRODUCTION OF
GENIUS SKILL EXPERIENCE
the car with an international reputation.

The reliability of the Darracq has been conclusively proven by the many events in which it has always shown its absolute superiority and winning over all competitors.

TWO NEW MODEL SIX CYLINDER
40 H. P. AND 50 H. P. CARS DE LUXE FOR 1907.

Darracq Motor Car Co., 1989 Broadway, New York.

HAYNES

Well Made All Through

It is easy to sell a car that looks well on the outside—inner defects develop only with usage after the car is paid for.

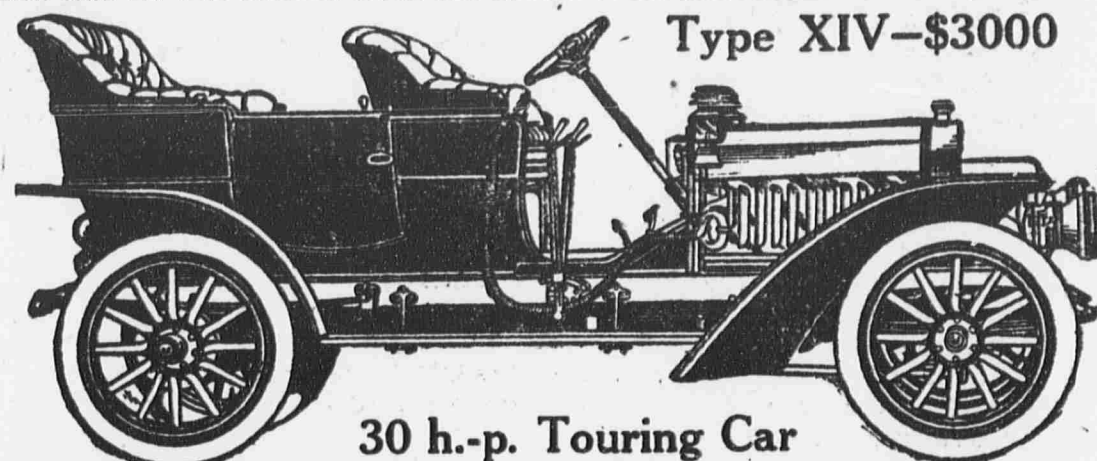
But a Haynes is good all through.

Thirteen years of experiment in the oldest automobile factory in America—a factory that has contributed more to the development of the automobile than any other—has given to the Haynes builders exceptional insight into questions of materials and a Haynes car is largely built of unique and superior alloys and tempers which no one else knows how to imitate. The long life of a Haynes, the durability and unfailing reliability that make it an investment rather than an extravagance, are the result of the honest, intelligent progressive conservatism that ever since 1893 has characterized the output of the "Oldest Automobile Manufacturers in America."

FOR IMMEDIATE DELIVERY:

One Model S, 30 H. P. Semi-racer Runabout	\$2,500
Two Model S, 30 H. P. Touring Cars	2,500
One Model T, 50 H. P. Touring Car	3,500

HAYNES AUTOMOBILE CO.,
1715 BROADWAY



30 h.p. Touring Car

AUTOCAR SALES CO., Broadway and 80th St., New York City.
WILLIAMSBURG AUTO AND STORAGE CO., 159 Clymer St., Brooklyn.
MOTOR CAR CO. OF NEW JERSEY, 291 Halsey St., Newark.

THE AUTOCAR COMPANY, Ardmore, Pa. Member A. L. A. M.

Five Big POPE Victories

In the Memorial Day hill climbing contests and endurance tests POPE-HARTFORD and POPE-TOLEDO cars scored decisive victories over the best American and foreign cars, more than proving all claims as to speed, flexibility and power.

In the 2-day endurance test of the Long Island Automobile Club, on May 30 and 31, the 50 h. p. POPE-TOLEDO and the 25-30 h. p. POPE-HARTFORD, entered by Mr. A. G. Southworth, won all the honors. Both cars made perfect scores. The best elapsed time was made by the POPE-TOLEDO and the second best by the POPE-HARTFORD.

The POPE-HARTFORD was first at every control and first at the finish. Carrying 4 passengers, it covered the 284.8-10 mile course in 9 hours 33 minutes, averaging over 31 miles an hour. It made the first day's run of 139 miles in 4 hours 51 minutes, the fastest time in its class and second only to the POPE-TOLEDO, which made the fastest time of the day. The second day's run of 154.6 miles was made in 4 hours 42 minutes, faster than any other car regardless of class. The POPE-HARTFORD engine was not touched during the contest and has not been touched yet.

The POPE-TOLEDO covered the course in 9 hours 29 minutes, the fastest time made, and 1 hour 44 minutes faster than the second car in its class. On the first day it made the 139 miles in 4 hours 3 minutes, the best time of the day, and an average of 36 miles an hour. On the second day it made the run in 5 hours 16 minutes. The engine was not touched on the trip.

In the climb up "Giant's Despair" hill at Wilkes-Barre, Pa., the 25-30 h. p. POPE-HARTFORD touring car, listing at \$2,750, won in the class for stock cars costing \$4,000 and under, in the fast time of 2 minutes 5.4 seconds, beating a 60 h. p. Thomas, a 30 h. p. Knox and a 35 h. p. Pennsylvania. No other car approached the POPE-HARTFORD's time.

In the climb up Short Hill, at Fairfield, Conn., the POPE-HARTFORD won in its class in 1 minute 49 seconds, beating a 40 h. p. Oldsmobile, which required 2 minutes 12 seconds.

In the first annual Jalisco Cup race at Guadalajara, Mexico, on May 12, over a hilly course of 35 kilometres, 140 metres, covered five times, a stripped 25-30 h. p. POPE-HARTFORD touring car won, beating a 30 h. p. Packard, a 50 h. p. Welch and a 120 h. p. Mors. The winner covered 177 kilometres, 700 metres, in 3 hours 17 minutes 58.4 seconds, remarkably fast time.

A. G. Southworth Co., Inc.,

1733 Broadway, N. Y. 342 Flatbush Ave., B'klyn.

Metropolitan Agents for all the Pope Autos.